



BrightonSM

City Council Study Session

Tuesday, August 12, 2014

6:00 p.m.

City Hall 6th Floor Study Session Room

**Dinner Provided :
Asia Inn**

**Approx.
Time**

ITEMS

Representative

Mayor

Richard N. McLean

Mayor Pro-Tem

Kirby Wallin

Council Members

Ward I

Joan Kniss

Ward II

Rex Bell

Cynthia A. Martinez

Ward III

Lynn Baca

Ken Kreutzer

Ward IV

J.W. Edwards

Mark Humbert

Pledge of Allegiance to the American Flag

6:00

POLICY ITEMS

Summary of City Council Pre-Budget and Strategic Session

STUDY SESSION ITEMS

6:15

Joint Meeting with Brighton Urban Renewal Authority
Presentation of Annual Report

BURA

6:45

Historic Designation and Renovation of 575 S. Bush Street

Murphy Robinson

7:15

New Construction and Maintenance Plan for Streets

Joe Smith

8:15

ADMINISTRATIVE ITEMS

Public Information Office Update

Food Sales Tax Information (Handout)

Lochbuie IGA for Recreational Services

8:30

EXECUTIVE SESSION

For a conference with the City Attorney for the purpose of
receiving legal advice on specific legal questions under
C.R.S. Section 24-6-402(4)(b)
Denver International Airport

and for discussion of a personnel matter under C.R.S. Section
24-6-402(2)(f) and not involving: any specific employees
who have requested discussion of the matter in open session;
any member of this body or any elected official; the
Appointment of any person to fill an office of this body or of
an elected official; or personnel policies that do not require
the discussion of matters personal to particular employees

Review of Judges and Prosecuting Attorney

*The City of Brighton's purpose is to provide essential services and progressive leadership to
enhance the quality of life for the community.*

500 South 4th Avenue
Brighton, CO 80601
303-655-2056
nhoel@brightonco.gov

..Body

Department of City Manager's Office

Reference: 575 Bush Street Historic Designation and Renovation

To: Mayor Richard N. McLean and Members of City Council

Through: Manuel Esquibel, City Manager

Prepared By: Murphy F Robinson III, City Manager Intern

Date Prepared: Tuesday, August 05, 2014

PURPOSE

This staff report was generated as a facts document to assist Council in the decision process of the historic designation and the renovation of 575 S Bush St Brighton, CO.

BACKGROUND

On April 7, 2014 staff presented background on the 575 S Bush St building, assessment findings, proposed improvements, operating estimates, and the DOLA Energy Impact Grant. The presentation accompanied information provided by the Historic Perseveration Commission recommending the property be designated historic.

CRITERIA BY WHICH COUNCIL MUST CONSIDER THE ITEM

575 Bush St Cost Estimation:

5 year plan estimated cost: \$783,000.00

- 2014 - \$ 375,000.00
- 2015 - \$ 143,000.00
- 2016 - \$ 115,000.00
- 2017 - \$ 80,000.00
- 2018 - \$ 70,000.00

Estimated cost of first phase (first year) renovations if remained city use:

ITEM	COST
Electrical repairs/lighting upgrade	\$ 23,000.00
Boiler Replacement	\$50,000.00
Painting and wall/ ceiling repair	\$11,000.00
Elevator – Replacement	\$112,000.00
Clinic floor replacement	\$ 4,000.00
HVAC Replacement	\$ 52,000.00
Restroom Renovation	\$ 45,000.00

IT network	\$ 17,000.00
Parking lot – Repair, slurry coat and seal	\$ 11,000.00
South Entrance Landing and Step Replacement	\$ 50,000.00
Total	\$ 375,000.00

Historic Preservation:

Historic designation requires that the proposed nomination meet one criteria out of fifteen possible criteria (under three different categories). The Historic Preservation Commission finds that the proposed nomination meets eight criteria under all three separate categories, demonstrating exceptional significance above and beyond the required regulation.

Building Value:

Value of property with no improvements: \$325,000.00

Value of property with cost of cure items: \$650,000.00

- Completed repairs to sell would cost approximately \$300,000

Leasing the building: \$9.50 per sq. ft. (approximately \$88,000 per year)

Zoning:

575 Bush Street is zoned *PL* (Public Land), which is generally intended for public and semi-public facilities. Permitted uses include professional offices, health and fitness centers, event centers, libraries, museums, schools, post offices, police and fire stations. Conditional uses such as recreational centers and residential shelters are also permitted with conditions. There were other permitted uses, but these were generally not compatible with existing land uses in the area (in our opinion)

Given the site's adjacency to the C-O (Commercial Office District) district, the property may possibly be re-zoned to C-O. The C-O zone district is generally intended to provide administrative and professional services and limited personal services to surrounding residents. Though generally located adjacent to arterial roadways, the C-O zoning district may be appropriately located adjacent to residential uses. Permitted uses in this zoning classification include Bed and Breakfast lodging, Administrative and/or Medical Office, Pet Grooming, Dance/Martial Arts/and other art and craft studios, Coffee Shops and Delicatessens, Bank and Finance and Loan Office, Personal Services, Print Shop, Place of Worship, Library, Museum, Fire or Police Station, Post Office, and Independent and Assisted Living Senior Facilities. Conditional Uses allowed in the C-O zone district include Funeral Home, Child Care Center,

Hospital, Ambulance Facility, and any type of School (Parochial, public, private, vocational, trade or business, or college).

Another re-zoning option would be a Planned Unit Development (PUD), which integrates allowed land uses with the site specific characteristics of the property. A PUD is intended to provide maximum flexibility and innovation within the context of the surrounding neighborhood. A PUD may define a specific list of allowed and prohibited uses that are compatible with the surrounding land uses. A PUD also provides the opportunity to use specific design solutions to enhance the property and mitigate potential negative impacts to the surrounding neighborhood.

Please refer to attached map to see zoning area

Grants Available:

DOLA Energy Impact Grant: \$75,000 awarded to the city for use to replace boiler and elevator. If funds are allocated, the building must be used as a Community Center.

State Historic Fund Grant: \$200,000 would have to remain in city's ownership for 10 years. This grant is available for application in the fall of 2014.

(Depending on council's decision more grants may be available to supplement cost)

Major issues with the Property to Consider:

- South entrance to building is condemned due to structural decay
- Masonry for all sides of building is decaying and needs to be replaced
- North, South, and west basement walls contain water damage and need to be repaired
- Subsurface water is penetrating through concrete floor in lobby and community room, entire floor needs to be replaced
- Kitchen must be brought up to code if used as commercial kitchen

(The conditions listed above do not include sub-surface conditions)

OPTIONS FOR COUNCIL CONSIDERATION

City Council has gone through numerous discussions regarding the implications of designating the 575 Bush St building historic and the property's use after the designation. After first reading of the historic ordinance, reports about possible usage and tours of the facility, it is recommended that the council make a decision on the future use of the building and the property it sits on.

Option: Lease to non-profit organization(s) – This option would require that the city own the facility and renovate the property, continue maintenance and be a party to lease agreements.

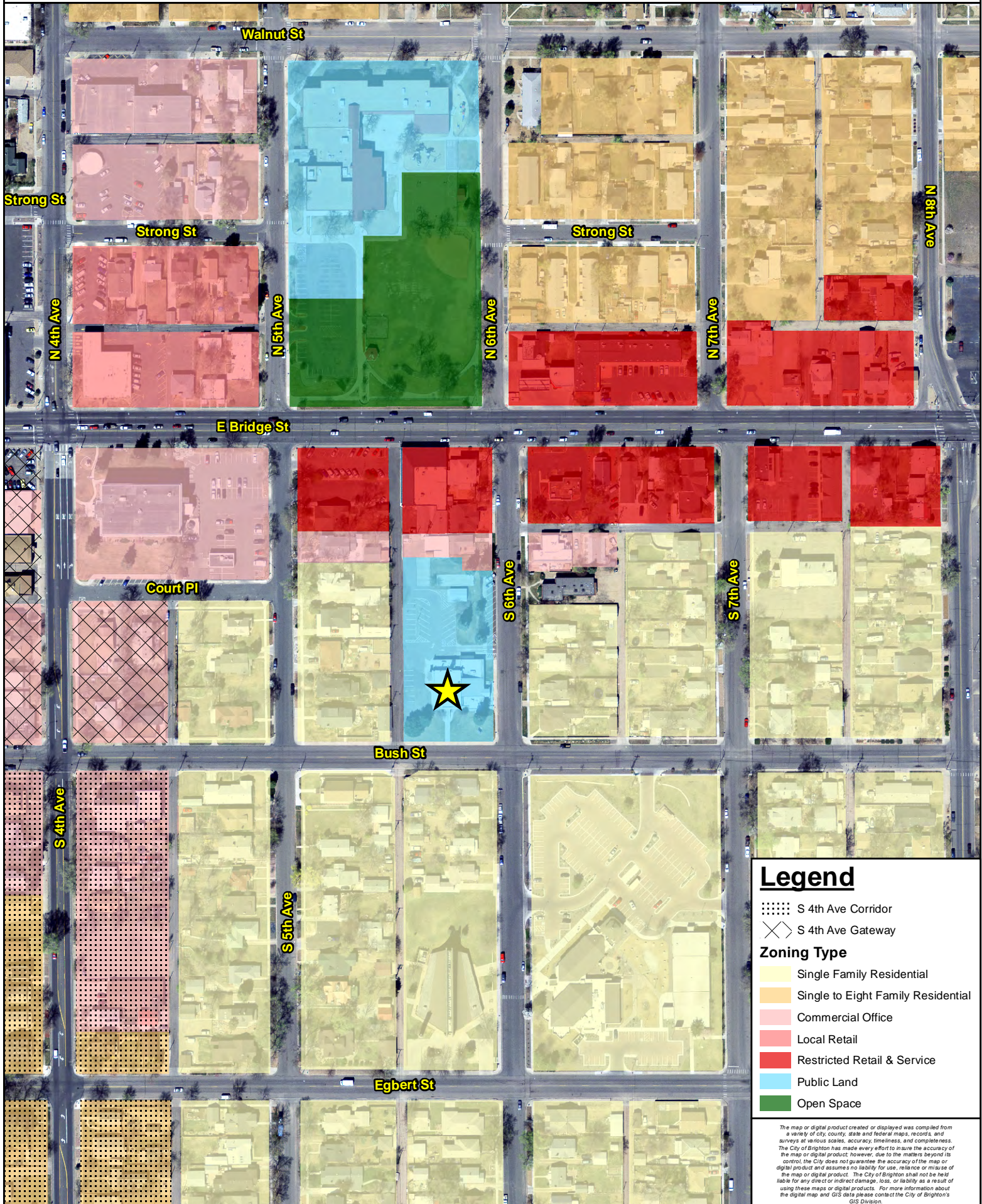
Option: Lease to private for-profit organization(s) – This option would require that the city own the facility and renovate the property, continue maintenance and be a party to lease agreements.

Option: Use as a Brighton Community Center – This option would require that the city own the facility and renovate the property, continue maintenance and provide building management for community organizations that would utilize the building. (The \$75,000.00 DOLA Grant would apply for this option.)

Option: Sell the property - This option requires that the city bring the building up to a standard in which a buyer would purchase the property. The property would also have to be rezoned from public or private use with \$300,000 of improvements.



575 S Bush Zoning Area



Memorandum

TO: Honorable Mayor and City Council

DATE: August 5, 2014

RE: New Construction and Maintenance Plan for Streets

The Streets and Fleet Department is charged with providing safe roadways within the city limits of Brighton, accomplished through providing street maintenance and adequate traffic control for the commuting public. The department currently maintains over 500 lane miles of streets within the city limits of Brighton. In conjunction with the development community, various governmental agencies, or other City departments, new roadways are constructed and existing roadways are widened. The following identifies key components in the plans for new construction and maintenance of the City's roadways.

New roadway construction includes the creation of new streets, the expansion of existing roads, and other major construction such as medians and traffic control signals. There are two primary components that compel new construction: increase in traffic and City Council's priorities. Increases in traffic stem from growth in a community, both from existing activities and those activities new to the community. Traffic projections for Brighton are addressed in the adopted Transportation Master Plan. Transportation master plans merge the existing transportation conditions with the adopted long-range land development and regional infrastructure plans to create a comprehensive vision of transportation in the next 20 years. Brighton's transportation master plan was last updated in 2002 and does not reflect the adopted Comprehensive Plan or cover the industrial areas in Weld County. The master plan uses 2020 as the long-range analysis year; master plans currently being created by other agencies use a target year of 2035 or 2040.

New construction is targeted in specific locations to provide additional lanes, better conflict control, or alternative routes so as to minimize the delay experienced by the public. Through a visioning exercise in 2012 and again in 2014, City Council identified Road/Trail Connectivity and Public Safety as the highest short-term priorities with Public Infrastructure Streets & Utilities being a low short-term priority. As a result, new construction is targeted to missing-link locations to promote roadway connectivity throughout the city.

Traffic signals are typically installed in locations that meet warrants and are consistent with the City's transportation grid. A warrant is a specific set of criteria that when met, identifies the location to have a potential need for a traffic signal. Warrants can be based on traffic volumes, pedestrian volumes, accident history, or railroad crossing configurations. Occasionally, a location that meets warrants will not be allowed to become signalized, proximity to an existing signal and inconsistency with the street network are the primary reasons to restrict installation of a traffic signal as these have a negative impact on signal progression and travel time efficiency.

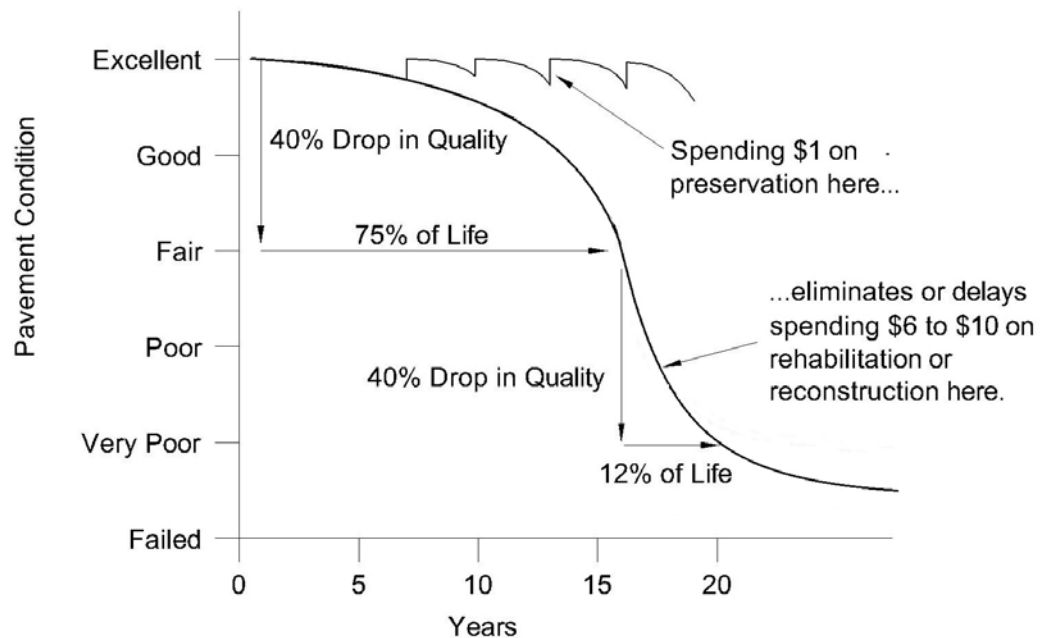
Asset management combines engineering principles with sound business practices and economic theory; provides tools to facilitate an organized, logical approach to decision-making; and provides a framework for both short- and long-range planning. Street maintenance is an asset management process. Maintenance of streets includes not only the asphalt and concrete roadways, but also the curb, gutter, sidewalks, signs, striping, lights, and signals. Signage and roadway markings must be clearly visible under day and night conditions and require routine inspection and application to ensure the safety of the traveling public. Signals must be routinely inspected for conflict monitor certification and general equipment preservation. Gravel roads must be frequently graded and treated to maintain a smooth surface. Asphalt and concrete roadways require a variety of preventative treatments to maintain the quality of the pavement and preserve the life of the roadway.

Preventive maintenance is a planned strategy of cost-effective treatments that preserves and maintains or improves a roadway system and retards deterioration, but without substantially increasing structural capacity. Pavement preservation is the sum of all the activities to provide and maintain serviceable roadways, including corrective and preventive maintenance, as well as minor rehabilitation. Preventive maintenance is a tool for pavement preservation in that nonstructural treatments are applied early in the life of a pavement to prevent deterioration. Preventive maintenance applies the right treatment to the right pavement at the right time.

A pavement preservation program aims at preserving investment in the pavement network by extending pavement life, enhancing pavement performance, ensuring cost-effectiveness, and reducing user delays. The program combines existing pavement condition ratings with typical pavement deterioration rates and advises when and what specific treatments should be applied to the roadway segments to maintain the minimum pavement quality desired, and the cost associated with doing so. The program can demonstrate the cost to maintain a certain quality of pavement, or it can indicate what the quality of pavement will be based on certain funding levels. Streets and Fleet, with the assistance of Community Development, is creating a pavement preservation program using the software program MicroPAVER; it is scheduled to be operational in 2015.

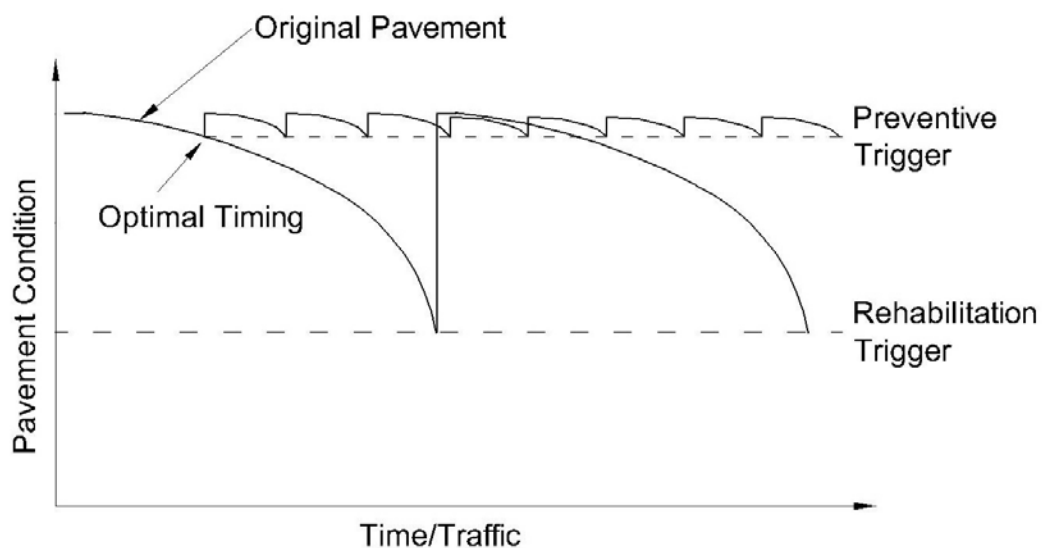
Pavement preservation is most dependent on time; the pavement condition index curve was developed to show the rate at which pavements deteriorate if left untreated. Graph 1 is the pavement condition index curve, illustrating that pavement tends to stay in good shape for a majority of the pavement life then rapidly deteriorates. The curve demonstrates that spending one dollar early in the pavement life can prevent spending far more in later years.

Graph 1 Pavement Condition Index (PCI) Curve



The rate of deterioration, along with defining conditions at which to apply preventative maintenance and rehabilitation create the foundation of a pavement preservation program. Graph 2 illustrates the concept of a pavement preservation program, showing the comparative conditions of a pavement with applied preventative maintenance and that of one left alone until be rehabilitated.

Graph 2 Pavement Preservation over Time



Graphs 1 and 2 demonstrate that an effective pavement maintenance program routinely applies preventative treatments to extend the life of the pavement and minimize costs over the life of the roadway.

A pavement preservation program is a required extension of roadway system capital improvements. Success depends on support and input from staff in planning, finance, design, construction, materials, and maintenance as they identify the project purpose and need to create the best initial condition possible. Long-term commitment from agency leadership is essential to an effective program, as is a dedicated annual budget, to ensure the current and additional inventory can be properly managed. Funding for new construction and pavement preservation is sourced similarly, establishing a critical and delicate balance between the costs of initial design and construction and its lifetime of management; this balance may vary from year to year. New construction completed with development of the community is not exempt from these principles; effectiveness and efficiency of infrastructure improvements must be maximized at all levels, regardless of the initial source.

Funding to complete the new construction and maintenance in Brighton comes from traffic and other impact fees, county vehicle fees, sales and other taxes, and occasionally grants. Currently, the City's commitments for both of these transportation infrastructure revenue streams appear to be below what is needed.

Each project is dependent on the location, terrain, type of construction, number of lanes, lane width, durability, number of bridges, and so on. Table 1 lists the approximate costs to build one mile of roadway, in millions of dollars.

Table 1 Approximate Cost per Mile

Roadway Work Description	Cost/\$1,000,000
New 2-Lane Local Road	\$3
New 3-Lane Collector Road	\$4
New 4-Lane Arterial Road	\$6
Adding 1 Lane to Rural Road	\$0.55
Mill & Resurface 1 Lane of Road (not new construction, listed for comparison)	\$0.27
Slurry Seal 1 Lane of Road (not new construction, listed for comparison)	\$0.01
Cape Seal 1 Lane of Road (not new construction, listed for comparison)	\$0.03

As shown in the table, the cost of building a new road is more than the cost to rehabilitate a road or add lanes. The Streets and Fleet Department prioritizes street projects to maximize the effectiveness of the capital funding, setting the balance between the projects for new and existing connections.

Streets and Fleet has identified several intersections throughout the City that have the potential to become signalized. Counts are routinely taken to assess the performance of the intersection and predict what year the signal will be constructed. Once warranted, traffic signal design is often completed by department staff. Traffic signals typically expend \$225,000 to \$275,000 to construct, not including any roadway widening or right of way acquisition.

New construction capital projects to be constructed in 2014 are funded from traffic impact fees and the Adams County transportation sales tax. The US85 safety improvement project at Bromley Lane and Main Street will use about \$2 million of the funds committed to new construction. The construction of Southern Street and Tower Road is currently estimated to cost \$1.5 million; the project will eliminate two prominent gaps in the road network, making a monumental impact to the connectivity within the City. The remainder of the capital funding is set aside for signal work; next to be signalized is the intersection of Baseline Road and North Main Street.

Figures 1 and 2 illustrate the existing roadway network and signalized intersections maintained by Brighton. Potential signal locations are labeled with the estimated year of construction; new paved roadway connections are categorized by available right of way and the priority of construction. The information presented in Figures 1 and 2 is not static; priorities for signals and roadways are constantly adapting to the needs of the community and the improvements brought by new development. Cursory cost estimates are generated for prioritized projects; Table 2 lists cost estimates for projects shown in Figures 1 and 2 in order of anticipated construction and the cumulative total construction cost. The costs listed in Table 2 exclude design fees, property acquisition, surveying costs, and utility work.

(Table 2 on following page)

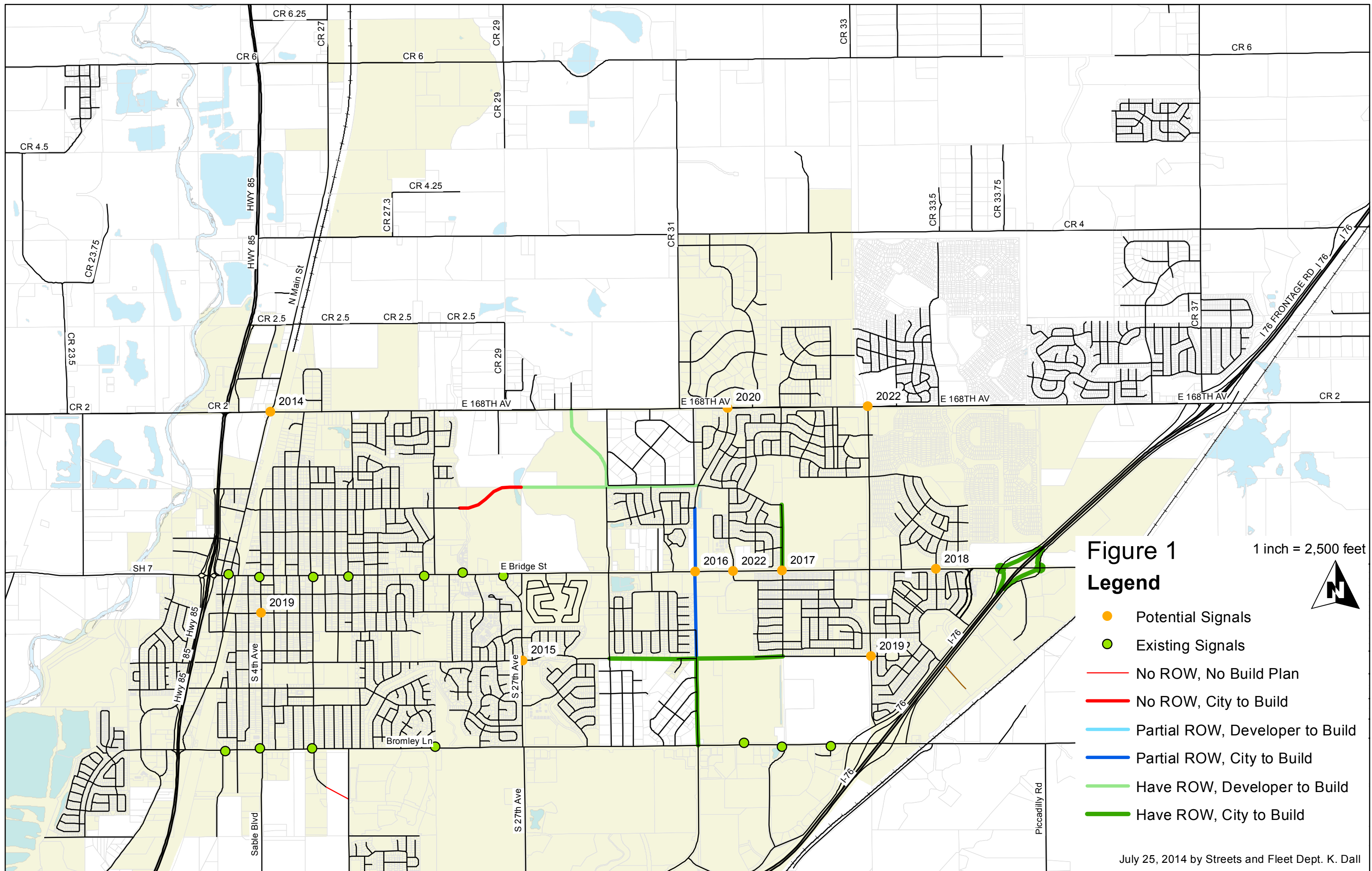
Table 2 Estimated Cost of Construction

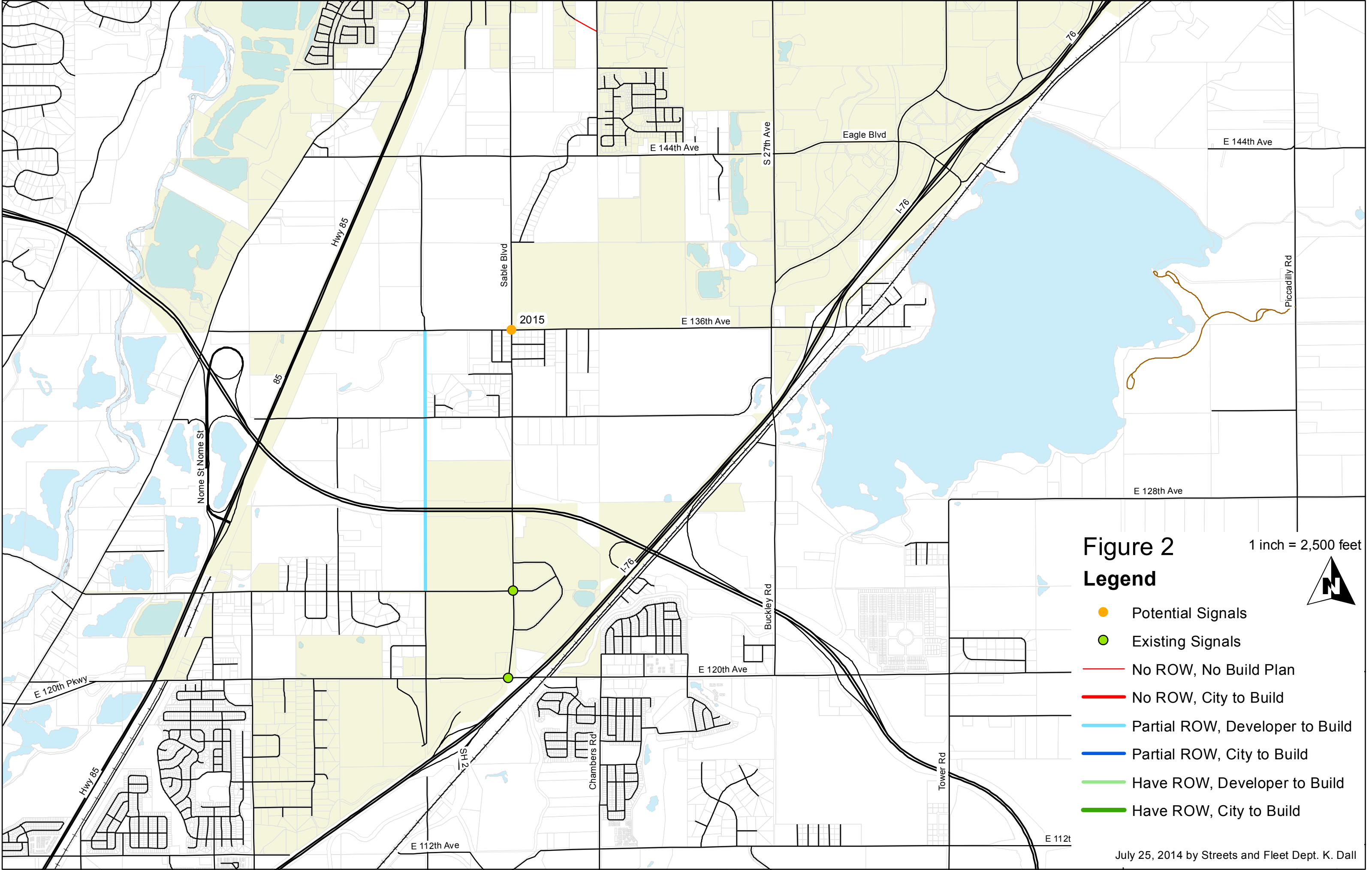
Project Name	Description	Estimated Cost of Construction
Southern St <i>Telluride to S 45th Ave</i>	Construct new 2-lane road	\$915,200
Tower Rd <i>Bridge St to Bromley Lane</i>	Upgrade/Construct new 2-lane road	\$898,040
Baseline & N Main	New Signal	\$250,000
Sable & 136th	New Signal	\$250,000
Tower Rd North <i>Bridge St to Garcia St</i>	Construct new 2-lane road	\$949,520
N 45th Ave <i>Bridge St to Longs Peak St</i>	Add lane for northbound	\$171,167
Bridge & 45th	New Signal	\$250,000
S 27th & Southern	New Signal	\$350,000
Bridge & Tower	New Signal	\$250,000
Bridge & Prairie Falcon	New Signal	\$250,000
I-76 Bridge Interchange	Construct new interchange	\$7,000,000
S 50th & Southern	New Signal	\$250,000
S 4th & Egbert	New Signal	\$350,000
Baseline & N 40th	New Signal	\$250,000
Baseline & N 50th	New Signal	\$250,000
Bridge & 42nd	New Signal	\$250,000

Maintenance costs are supported from the capital fund and from operational funds allocated through the general fund. Routine tasks are performed by the City's Streets Division, addressing sweeping, striping, signal, sign, and pothole repair. Preventative and preemptive work is vital to the safety of the roadway users. Sign replacement and refreshing of pavement striping are conventional practices that are highly visible; annual testing of the traffic signal controller components is far less visible but no less important. Adopted regulations and industry standards identify the target performance levels for several traffic control devices, particularly for striping, signs, and traffic signals. At current funding and staffing levels, the Streets Division is not able to fully complete the optimal miles of striping work, create a sign inventory for retro-reflectivity compliance, or upgrade outdated signal controls at a practical rate. Maintenance projects like these are prioritized based on impacts to public safety and compliance with applicable regulations.

Certain construction projects are completed by Streets crews, such as limited widening of roadways or safety equipment replacement. Crack seal, slurry seal, and cape seal work is performed by a contractor once annually to address the smaller cracks that form in the pavement

and to repair any cracks too large to fill. Funding typically allows the sealing of one or two subdivisions roadways each year, Jacob's Run and Indigo Trails will receive treatment in 2014. The trend in funding took a sharp decline after 2008 as voters opted to overlay 35 miles of roadway causing the funds to be diverted to paying the debt service for that work. The debt service will terminate in 2015, allowing more capital improvement projects to be constructed with the then available funding. The overlay program addressed the needs of about 25% of the City's roadways but committed the entirety of the previous average capital funding for maintenance through 2015. The Capital Improvement Program has been operating at a much lower level of funding than prior to 2008, averaging about \$300,000 per year compared the previous level of \$1.2 million.







ADMINISTRATION OFFICE

703 Weld County Road 37, Lochbuie, CO. 80603

Phone 303-655-9308

Fax 303-655-9312

August 6, 2014

Manuel Esquibel
City Manager
City of Brighton
500 S. 4th Ave.
Brighton, CO 80601

Sent via email: mesquibel@brightonco.gov

RE: City of Brighton/Town of Lochbuie IGA for Recreational Services

Manuel:

As we have discussed, the Town of Lochbuie Board of Trustees is interested in providing recreational opportunities for Lochbuie residents. The Board has directed me to work with your staff to prepare an Intergovernmental Agreement (IGA), whereby Lochbuie residents could purchase Recreation Center Annual, Quarterly, and Punch Passes at the City of Brighton resident rate, and the Town of Lochbuie would supplement the difference between the resident/non-resident rate, for Lochbuie users.

I am happy to meet with you and your staff and City Attorney to work out any details.

The Lochbuie Board would like to have a working estimate as we prepare our 2015 budget. The initial analysis performed by Gary Wardle appears the Town cost would be around \$7,000 +-.

Thank you for your consideration. Let me know if you need additional information.

TOWN OF LOCHBUIE

Steve Stamey

A handwritten signature in blue ink, appearing to read "Steve Stamey", is written over the printed name.

Town Administrator